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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all

Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same. Postage in advance—quarterly, at the office of delivery—within the United States, twelve cents a year.

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred-

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

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Vol. 45.

DECEMBER, 1872.

No. 12.

SHELTER FOR OUR FLEETS—THE HARBORS OF NEW ENGLAND AND NEW YORK.

Prof. Henry Mitchell, in charge of the Department of Physical Hydrography, U. S. Coast Survey, has lately presented a report to the Superintendent, Prof. Peirce, concerning Vineyard Haven, formerly called Holmes Hole, its present condition, and its character as a port of refuge. The interest of the report does not lie so much in the specific subject named in the title -although even this has an important bearing upon the future of our trade with the Eastern States—as in the general discussion which it opens upon our commercial advantages along the sea-board. After describing the condition of Vinevard Haven and its merits and defects, especially as compared with Provincetown, which is Mr. Mitchell's type of perfection as a harbor of refuge, a comparison of the principal harbors and roadsteads on our coast is made, and their relative capacity, carefully computed, is set forth in a series of tables.

In calculating how many vessels a harbor will accommodate, three classes must be provided for-firstrate men-of-war, merchant ships, and miscellaneous merchant vessels. On the authority of Rear Admiral Davis, Mr. Mitchell states the "swing-room" of a man-of-war to be 32 acres. "A vessel properly moored in a tideway occupies, in fair weather, but little more space than that in which she can swing freely. But, in order that she may ride in perfect security at all times, she ought to have room enough to enable her to veer out the whole length of the cable in bad weather in any direction from which the wind may come." The standard cable's length is 120 fathoms—720 feet. Allowing for the portion which cannot be paid out, Mr. Mitchell assumes a radius of 631 feet. It is premised that a man-of-war requires an entrance depth of at least 23 feet at low water, and all other merchant vessels 18 feet.

With these data, Mr. Mitchell plots 12 first-rate men-of-war riding at storm anchors in the basin of Provincetown; of merchant ships requiring at least 18 feet of water and 310 feet radius of swing-room. 85: of miscellaneous merchant vessels, with average radius 190 feet, Fishing vessels are not made the subject of calculation, but there have been actually seen 400 such vessels at anchor in Provincetown at the same time. In a harbor of refuge there is advantage in a clean strand, where vessels having lost their ground tackle may be beached without danger, and where small vessels may be laid bare by the tide to undergo repairs. Provincetown Harbor possesses this advantage.

VINEYARD HAVEN AS A PORT OF REFUGE.

At Vineyard Haven (Holmes's Hole) only three first-rate men-of-war can be accommodated in the anchorage, and these must occupy the most exposed situations. Sixty merchant ships can now find swing room in the anchorage, against 56 in 1845. Of miscellaneous merchant vessels comfortably accommodated, the number is 174. The dragging and fouling of ships

in this anchorage are incidents exceedingly frequent. Vessels have had their masts cut away to prevent dragging. The largest number of vessels driven on shore in a single storm is stated to be 16. The annual report of the Marine Agency of the Associated Press show that the number of vessels which in a year betake themselves to the familiar roadstead in time of peril is as follows: Steamers, 52; ships and barks, 83; brigs, 627; schooners, 6,350; whalers, 14; yachts, 25; sloops, 8; total, 7,159; of which 410 were foreign, mostly British. Fishing vessels are not included in this list, but may be set down at 150 in the Spring. Exclusive of the fishermen, the number of persons on the vessels may be set down at over 70,000.

CAPACITY OF NEW YORK AND BOSTON HARBORS.

The comparison between New York and Boston harbors is quite interesting. One is hardly prepared to hear of the great difference between them in capacity. Taking the roads and basins which make up Boston harbor, Mr. Mitchell calculates the capacity as follows for any of the three classes of vessels before mentioned:

Men of-war.	Merchant ships.		Miscellaneous Merchant vessels.
George's Roads 4	78		231
Hull Basin12	106		376
President's Roads21	191		568
City Basin 1	56		184
_			
Total for Boston74	672	/	1,872

Coming to New York we have:

Total Wo	,	Miscellaneous
Men-of-war.	Merchant ships.	Merchant vessels.
New York Lower Bay260	2,324	6,740
New York Upper Bay307	1,406	4,225
Total for New York 567	3,730	10.965

Mr. Mitchell makes some observations on the merits of the two ports which are of interest. He says:

The amounts of anchorage room do not by themselves furnish true measures of the comparative values of different ports. Aside from any

question of geographical position or particular relations to interior water courses, the harbors of New York and Boston, fairly compared, seem very nearly equal naturally, notwithstanding that the former has more than five times the anchorage room of the latter. ton harbor has more than enough anchorage room, and, since it is divided into basins by high islands and promontories, it furnishes perfect shelter from wind and sea. It moreover has no outer bar, but offers grand channel ways from the open sea to the sheltered roadstead: and it has no strong currents to render the maneuvering of vessels difficult, or the movements of ice fields dangerous. In these respects it is superior to New York. When, however, we come to compare the commercial basins of the two ports, the upper harbor of Boston sinks almost into insignificance along side that of New York. Originally the territory now covered by the city of Boston had more available water front, in proportion to area, than New York, and the relative positions of the several basins could not have been more happily arranged for commercial uses. But the land transportation stole a march, for awhile, on the maritime commerce, and with hasty steps, threw bridges over the channels, shutting out from free access the best water front of the city; so that now large sums of money are necessary to create and develop new frontages, and to enlarge and preserve the small basin that remains unobstructed by bridges, &c. Within the limit of a circle of 2.92 nautical miles radius from State House in Boston, the natural frontage, which could have been made available, is 20 linear miles, to over one-half of which there is no longer free access. A circle of

the same radius, with its centre in New York City, and its circumference passing through Jersey City, Brooklyn, and Williamsburgh, includes 141 miles of nautical frontage, all of which remains free. Having no recent survey before me, I cannot state the total amount of improved frontage in the upper harbor of New York, but it does not fall short of 20 miles, while the improved frontage in Boston, to which there is free access, is only miles. The Massachussetts Board of Harbor Commissioners has, however, taken the initiatory steps for greatly augmenting the wharf-room, and sent a memorial to the city of Boston asking its cooperation.

A PERFECT HARBOR.

Gardner's Bay, with its perfectly sheltered tributary basins, is perhaps the best anchorage in the world. It offers every qualification for a port of refuge. Under the lee of the great natural mole, from which the bay takes its name, or in the tranquil basins around Shelter Island, a spanish Armada might find room enough to ride out a gale in peace. The number of vessels of the several sorts this bay would hold Mr. Mitchell computes as follows: Men-of-war, 1,041; merchant ships, 4,935; miscellaneous merchant vessels, 13,098. A comparison with the computation for New York or Boston will show its great superior capacity as an anchorage. Accompanying the report are a novel set of diagrams, illustrating the comparative merits of different ports, and a particular method of presenting the exposures of anchorages, suggested by Prof. Peirce, the Superintendent of the Survey, who has taken an intimate part in this study of such great national importance.— Tribune.

DISASTERS AT SEA.

SEVERE GALES ON THE FLORIDA COAST—THE STEAMER VICTOR WRECKED.

A dispatch from New Orleans announces the arrival of the steamship General Meade, Capt. Sampson, from New York, with the information that the steamer Victor, Capt. Gates, which cleared from New York for New Orleans on Oct. 16th, broke her shaft in a gale, on the 21st, and went ashore at Jupiter Inlet, about 96 miles north of Cape Florida. The vessel and cargo is considered a total loss; the crew and passengers were saved. The Victor had on board a cargo of assorted merchandise, which, with the vessel, swell the loss to \$250,000. The Victor belonged to C. H. Mallory & Co., who owned the Ladona, which was wrecked at the same place in October of last year. The steamer Geo. W. Clyde, of the same line, arrived yesterday, and Capt. Cole states that he encountered the same gale in which the Victor was disabled, and that it exceeded in violence, though not in duration, the hurricane of last year. He said that if the Victor had gone ashore at Jupiter Inlet she had certainly broken up, but that the passengers could be landed at the Inlet in life-boats. The disasters in that part of the Atlantic have been numerous. The Bienville burned at sea in about the same latitude. The underwriters will probably save a small portion of the cargo.

The Victor, Capt. Gates, was built at Mystic, Conn., in 1863, for C. H. Mallory & Co., and is of 1,327 tons register. She was a double-decked, screw-steamer of topsail-schooner rig, built of oak and chestnut, with iron fastenings, and drew 14 feet of water. She was thoroughly repaired in August, 1869,

and was graded C 1½ by the Board of Marine Underwriters.

LOSS OF THE PACIFIC MAIL STEAM-ER GUATEMALA.

The reported wreck of the Pacific Mail Steamship Company's vessel Guatemala, off the bar at Sanala Chispas, Mexico, with an attendant loss of 23 lives, was the subject of general conversation in Wall Street yesterday. The Pacific Mail Steamship Company has been particularly unfortunate, the Guatemala being the third within a few months. The Guatemala was about fourteen years old, and of a thousand tons burden. formerly belonged to the old Central American and Mexican line owned by the Panama Railroad Company, but recently came into possession of the Pacific Mail Steamship Company, by whom it was valued at \$70,000 and insured for \$50,000. The officers of the Company state that they have no advices concerning the disaster.

LOSS OF THE BRIG ANGLO-NORMAN.

The brig Anglo-Norman, Capt. Hawking, sank at sea in about latitude 37° 38', longitude 69° 5', on Oct. 26th. She sailed from Curacoa on Oct. 7th, for Portsmouth, England, with a cargo of guano. She had fine weather for the first seven days, after which severe gales from all points of the compass were experienced. On Oct. 25th, in latitude 28° 12', longitude 70° 40', she encountered a severe gale from the east which carried away foremasthead and main-top-gallant-mast, with everything attached. wind then veered from S. S. E. to S. W. On the following day an-

other gale from S. S. W. carried away the second main-topmast which, in falling, caused the mainmast to go by the board five feet below the deck, ripping up the planking from the main to the after The pumps below deck were broken by the falling mast, and the vessel rapidly filled with water. All the spare sails were taken below in order to stop the leak. All hands were kept bailing until 7 P. M., when the steamer Cyphrenes, Capt. Train, was sighted. The leak was still increasing and the water flooding the cabin floor, and the vessel was abandoned. The crew were taken on board the steamer. The Anglo-Norman was built in 1866 for G. J. Cole & Co., of Guernsey, and was of 277 tons.

LOSS OF THE SHIP CHINA.

The captain of the ship Tantallon Castle reports that, on Aug. 19, in latitude 25° 54′ south, longitude 50° 16' east, she spoke the ship Star of Denmark, from Calcutta for London, leaking badly. captain expressed his intention of returning to Mauritius if the leak could not be stopped. The captain of the Tantallon Castle also reports that, on Aug. 28, latitude 33° 24' south, longitude 27° 22' east, he took on board the captain and crew of the ship China, from Havana for Hong Kong, she having been left in a sinking condition, after being eight days at the pumps.

The bark East Lothian, from Aukland, reports that off the Cape she experienced a heavy gale, lasting three days. She was struck by an enormous sea, which broke her wheel, stove the bulwarks, and smashed the after skylight, filling the cabin with water, and at the same time washing overboard Edward Thate, age 38, a native of Germany, and John Coops, age 20

years, a native of Germany, seamen, both of whom were drowned.

The schooner Mary A. Witham, from Hayti, reports terrible weather and many vessels disabled.

BURNING OF THE HAVANA STEAM-SHIP MISSOURI, OCT. 22nd, 1872.

The New York Evening Post, of November 9th, says: "The steamship Morro Castle arrived at this port vesterday with the survivors of the ill-fated Missouri. A large number of persons, chiefly relatives of members of the crew of the Missouri, were collected the wharf, and many sad scenes were enacted as the loss of some dear friend, husband, father, or brother was confirmed. five of the crew and seven of the passengers of the Missouri survive, and the painful duty of officially announcing this sad fact devolved upon the purser of the Morro Castle. Mr. Albert Samuel Cone, one of the rescued seamen, says:

"I was at the wheel up to 8 o'clock on the morning of the disaster. After I was relieved I went below, but had only been there for a short time when I came up again and helped to haul out reef tackles of foretopsail. The ship was, as near as I can make out, about twenty-five miles northeast of Elbow Key light. Suddenly an alarm of fire was given, and about two minutes afterwards it was reported that it was extinguished, but a few seconds later on a cry was again raised that the fire was gaining. I heard the first and second officers ordering the pumps to be rigged. I went to help to get the hose on the maindeck pump. Soon the fire broke out with terrible violence through the engine room and the hurricane deck, at which latter place there was a solid mass of flame fifteen feet at least in length.

The donkey pump was now useless, also the starboard hand pump, and it was soon seen that the ship was lost, and everybody was driven to look out for his own self-preservation. The flames had by this time covered the starboard side of the vessel, and it was impossible to go aft on that side.

"The next thing I noticed was that the captain ordered the first officer to try and get out the boats. Meanwhile everybody that was able lent a hand in getting out the boats, and passengers and crew worked together like desperate men. In company with a dozen others I helped to launch the life We then lowered the port after-boat, and the next lowered, I believe, was the starboard afterboat, which is the boat supposed to have been seen bottom up, with two persons setting on it. At this time the sea was running very high. I sprang into the sea and swam to the old Morro Castle life-boat. I had been offered \$50,000 to jump into the water and was told to swim to that boat, I would not have accepted the money, but it was my last chance of life. Meanwhile the other boats, except the one which was water-logged, had drifted away, and the ship was enveloped in flames.

"In our boat, which was taken charge of by a gentleman named Captain James Culmer, of Nassau, we had only three oars, and one of them was used for steering. was impossible for us to help those in the water-logged boat, with nine people in it, as it was full of water. We ran up to it and gave them one of our two buckets to bail her out with. They succeeded in doing this, and, as far as we know, they had as good a chance to be saved as ourselves. All her crew were engineers and seamen. When we saw that we could give no assist-

ance we pushed for land. I saw, I forgot to say, poor Captain Green on the steamer when I left. No women or children were saved.

"We landed at Guanaco Key at six o'clock in the evening, all thoroughly exhausted, and throwing ourselves on the beach we slept till daylight. We then started on an exploring expedition, and at eleven o'clock on Wednesday, 23d of October, we discovered a field of sugar cane, when we ate some of them and rested for an hour. then started again along the beach, eating crabs when we could find them, all much fatigued. My feet were bare from the time I had leaped into the sea, and the thorns in the ground caused me to suffer dreadful pain. Shortly afterwards we came to three empty huts. While here we saw a schooner, which afterwards proved to be the Spy, and, after making signals for some time, we were discovered and taken on board and kindly treated, and reached Nassau on Monday morning, when the American Consul, Mr. Saunders, gave us each a suit of clothes and boarded us."

Captain J. W. Culmer, of Nassau, to whose intrepidity the survivors owe their lives, tells the following

story:

"The Atlantic Mail steamship Missouri, Green, commanding, sailed from New York on Friday morning, 18th Oct. From the beginning of the voyage the machinery worked badly, the ship making very slow time; light winds from the north until the 21st, when it blew strong from the northeast, with a heavy sea running. On Tuesday, the 22d, at nine A. M., the alarm of fire was given. scene of great disorder and confusion ensued, and no attempt was made to stay the progress of the flames, which advanced rapidly. Some of the boats were lowered.

but owing to the hasty and careless manner in which it was done they swamped alongside, one of them turning bottom up. The boat we were in was the only one not filled with water. After we had cleared the ship we saw one boat with two men on her bottom, and another filled with water, with nine men in her. We tried to reach the boat with the two men, but failed. Came up with the other with nine men and gave them a bucket to bail with. We saw another boat some distance off with about fifteen persons in her, but she was also filled with water. After laying around for nearly two hours the boat was given in charge to

me, when I steered for Abaco. In five hours' time we saw land, and in two hours more succeeded in landing on Great Guanaco Key. We hauled the boat up on the beach and stayed there during that night. On the morning of the 23d we endeavored to reach Hope Town, and at 2 P. M. we were picked up by the schooner Spy, bound for that port. I am afraid that there is but little possibility of any others of the passengers having been saved. This is but a brief account of the sad loss of the Missouri, but the few facts I have mentioned may be relied on as cor-

ADDRESS BY REV. T. DE WITT TALMADGE, D. D.,

Mid-Atlantic, to the Officers, Crew and Passengers of the Steamship China, Sabbath August 4th, 1872.

No persons bound from New York to Liverpool ever had more cause for thanksgiving to God than we. The sea so smooth, the ship so staunch, the companionship so agreeable, all the circumstances so favorable. O Thou who holdest the winds in thy fist, blessed be thy glorious name forever!

Englishmen, Costa Ricans, Germans, Spaniards, Japanese, Irishmen, Americans—gathered, never to meet again till the throne of judgment is lifted—let us join hands to-day around the cross of Jesus, and calculate our prospect for eternity. A few moments ago we all had our sea-glasses up watching the vessel that went by. "What is her name?" we all asked, and "whiter is she bound?" We pass each other on the ocean of life to-day. We only catch a glimpse of each other. The question is: "Whither are we bound? For harbor of light or realm of dark-

ness?" As we decide these questions, we decide everything. No man gets to heaven by accident. If we arrive there, it will be because we turn the helm, set the sail, watch the compass, and stand on the "look out" with reference to that destination. There are many ways of being lost: only one way of being saved-Jesus Christ is the way. He comes across this sea today, his feet on the glass of the wave, as on Galilee, his arm as strong, his voice as soothing, his heart as warm. Whosoever will may have his comfort, his pardon, his heaven.

Officers and crew of this ship! have you not often felt the need of divine help? In the hour of storm and shipwreck, far away from your homes, have you not called for heavenly rescue? The God who then heard thy prayer will hear thee now. Risk not your soul in the great future without compass,

or chart, or anchor, or helmsman. You will soon have furled your last sail, and run up the last ratline, and weathered the last gale, and made the last voyage. What next? Where then will be your home, who your companions, what your

occupation?

Let us all thank God for this Sabbath which has come to us on the sea. How beautifully it bridges the Atlantic! It hovers above every barque, and brig, and steamer. speaks of a Jesus risen, a grave conquered, a heaven open. It is the same old Sabbath that blessed our early days. It is tropical in its luxuriance, but all its leaves are prayers, and all its blossoms praise. Sabbath on the sea! How solemn! How suggestive! Let all its hours, on deck, in cabin, in forecastle, be sacred. Some of the old tunes that these sailors heard in boyhood times would sound well to-day floating among the rigging. Try, "Jesus, lover of my soul," or "Come, ye sinners, poor and needy," or "There is a fountain filled with blood." As soon as they try those old hymns. the memory of loved ones would come back again, and the familiar group of their childhood would gather, and father would be there, and mother who gave them such good advice when they came to sea, and sisters and brothers long since scattered and gone.

Some of you have been pursued by benedictions for many years. I care not how many knots an hour you may glide along, the prayers once offered up for your welfare still keep up with you. I care not on what shore you land, those benedictions stand there to greet you. They will capture you yet for heaven. The prodigal after a while gets tired of the swine-heard, and starts for home, and the father comes out to greet him, and the old homestead rings with clapping

cymbals, and quick feet, and the clatter of a banquet. If the God of thy chilhood days should accost thee with forgiving mercy, this ship would be a Bethel, and your hammock to-night would be the foot of the ladder down which the angels of God's love would come

trooping.

Now, may the blessing of God come down upon officers, and crew, and passengers! Whatever our partings, our losses, our mistakes, our disasters in life, let none of us miss heaven. On that shore may we land amid the welcome of those who have gone before. They have long been waiting our arrival, and are now ready to conduct us to the foot of the throne. Look! all ye voyagers for eternity! Land ahead! Weeping may endure for a night, but joy cometh in the morning. What Paul said to the crew and passengers on the corn-ship of the Mediterranean is appropriate here: "Now I exhort you to be of good cheer!" God fit us for the day when the archangel, with one foot on the sea and the other on the land, shall swear that time shall be no longer! -- Methodist.

David Livingstone, the African Explorer.

Dr. Livingstone was fifty-five years old last March; born in Blantyre, Scotland; his father a small tradesman; earning his boyhood living as a cotton-spinner; studying medicine during his leisure hours, and finally, at the age of twentythree, obtaining a diploma. went out to Port Natal as a missionary, under the auspices of the Missionary Society, London Falling in with the Rev. 1840. Robert Moffat, the father of African missions, he became domiciliated in his family, and after a brief acquaintance married one of his

daughters. The young wife in more than one sense, proved to be the complement of her husband. They had both the same love for adventure, dislike of conventionalities, and fearlessness of danger. what he wanted in sagacity, she made up in prudence, and whenever he was tempted to throw aside the restraints of civilized life, her womanly ways held him true to his allegiance. Until 1862 she was his constant companion, fearless fellow-traveler, and devoted helpmeet; and it will probably be made apparent some day that her unexpected death, on the 27th of March, 1862, when she was planning to take part in the Zambesi expedition, was the one irreparable loss of the Doctor's life.

Livingstone had been absent sixteen years when he first returned to England. His communications to the Royal Geographical Society had already made him famous. He was received most cordially by men of science; was honored by fellowships in various societies and degrees from the universities; had conferred upon him the freedom of the cities of London, Liverpool, and Manchester; was feted and toasted, dined and lionized, by the guilds; received the gracious recognition of the value of his discoveries from the queen; made the intimate acquaintance of his ardent admirer, Prince Albert: and had voted to him by acclamation the Victoria medal of the Royal Geographical Society. To one who saw him at that day, there was little in his personal appearance to mark him as a man of distinction. He was above medium height, erect in posture, with black hair, dark eyes, bronzed complexion, and a jungle of unkept moustache; his manner awkward; his speech hesitating, as if he had half forgotten his vernacular: his voice husky; his clothes hanging loosely about him, and his tout ensemble exactly what he was-a man who hated the conventionalities of a London aristocratic circle, and longed for the half-naked freedom of a negro

village.

But his friends would not let him alone. He was a rare godsend for May Fair and Belgravia. So they made great receptions in gilded salons where he was to narrate his adventures; held Royal Society and Exeter Hall meetings that he might appear on the platform; gave him a field-day at the British Association; compelled him to deliver lectures, speak at missionary associations, and pray at charity gatherings; and then, to the poor man's utter disgust (in proof of which see the preface to his travels), forced him to write a book. No wonder that within a twelvemonth he joyfully turned his back upon the green fields of England, nor that his second visit home, five years afterward, was made almost rudely brief. Indeed, but for the material aid that he needed, and most liberally received, in order to carry forward his plans in Africa, he would probably never have returned at all.

And now that those grand plans of 1856, the making of Central Africa the rival cotton-field of the United States; the civilizing of the black barbarians by means of steamboats and wheel-barrows; the opening of vast regions for the sale of Brummagen beads and Manchester drills are long gone, and their capital with them, now that recent discoveries by other travelers have dimmed the luster of the Scotch missionary; now that he has no wife to call him back, nor family that needs his care, no home made sacred by associations, nor intimate friends to bid him welcome; why should he come at all? The in-

stincts toward primitive life, common to humanity, are strong in Dr. Livingstone. We believe his long absence to have been volun-* tary.—Boston Globe.

The Resource against Sin.

What an invaluable resource against our besetting sin, and against all sin, is prayer, by which we renew our confederacy with heaven and bring down omnipotent grace to "our help against the mighty." The instances are innumerable in which prayer has put another spirit into men, and those who were by nature timid, desponding, and irresolute have come from their closets declaring, "I can do all things through Christ which strengtheneth me." "I believe," says South, "there is none who ever kneeled down to this duty with a good heart, and performed it well, but rose up with a better. If he came to it with desires against his sin, he went away with strength added to his desires." Paul tells us that this was his own experience in the matter of "the thorn in the flesh, the messenger of Satan sent to buffet him." In answer to his three-times-repeated prayer, he obtained such promise of heavenly aid as made him ready to glory even in his infirmities. Even a brief ejaculatory prayer, when no other divine expedient was at hand has been sufficient here now to make a man a conqueror over his besetting temptation. It is recorded of the late eminent Mr. Hall, of Bristol, that when on one occasion he felt himself on the point of being betrayed into "speaking unadvisedly with his lips," he retired to a corner of his library in which he had been conversing with his brethren, and was overheard repeating again and again the prayer, "O Lamb of God, calm my perturbed spirit." He then returned to his brethren with his mind tranquilized, and his "face shining as if it had been the face of an angel."

Sunday Magazine.

"Cheer Him."

In one of our large cities, a fire broke out in a lofty dwelling. was near midnight, and the flames had made headway before they were discovered. The fire companies rallied; the inmates escaped in affright; and the firemen worked with a will to subdue the flames. The smoke had become so thick that the outlines of the house were scarcely visible, and the fiery element was raging with fearful power, when a piercing cry thrilled all hearts, as they learned that there was one person yet unsaved within the building.

In a moment a ladder was swung through the flames, and planted against the heated walls, and a brave fireman rushed up its rounds

to the rescue.

Overcome by the smoke, and perhaps daunted by the hissing flames before him, he halted and seemed to hesitate. It was an awful scene. A life hung in the balance, and each moment was an age.

"Cheer him!" shouted a voice from the crowd; and a wild "Hurrah!" burst like a tempest from the beholding multitude. That cheer did the work; and the brave fireman went upward, amid smoke and flame, and in a moment he descended with the rescued one in his arms.

Friend, brother, when you see a brave soul battling with temptation, struggling under the cross, rushing forward to rescue dying men, and yet faltering in an hour of weakness, or a moment of peril, then "cheer him!" Give him a word

of cheer to encourage his fainting spirit. Let him know that friendly eyes are watching his toils, and loving hearts are throbbing in unison with his. And as a pebble's fall may change a river's course, so your words of sympathetic kindness may uplift a drooping heart, and fix its faltering purpose for a noble life.

"Only Believe."

BY THE REV. WM. M. TAYLOR.

WHAT, OR WHOM, ARE WE TO BELIEVE IN ORDER TO BE SAVED ? In answer to this question we may follow the old plan of proceeding by negatives, and narrowing into the object of saving faith. Let it be observed then, that the thing to be believed in order to salvation, is not simply the fact that there is a God. Belief in that, distinguishes a deist from an atheist, but it does not make a man a saved Christian. Again, the thing to be believed in order to salvation, is not simply that God is love. That is a glorious truth, but in itself it gives no hope to the sinner, since perfect love can no more overlook sin than can perfect justice. We are thus brought to the positive object of saving faith, which is the love of God as shown to man in the gift of Jesus Christ for sinners. This is what is set before us in the Saviour's words to Nicodemus. "God so loved the world, that he gave his only begotten Son that whosoever believeth in him should not perish, but have everlasting life," and this is what is everywhere as the thing to be believed in order to salvation. There are differences in the phraseology employed in the different passages of Scripture, but the object described is in them all substantially the same. Thus we are somentimes asked to believe a statement, and sometimes to believe

in a person. The object of faith when it is a statement, is clearly indicated in the well-known words. "This is a faithful (trustworthy) saying, and worthy of all acceptation, that Jesus Christ came into the world to save sinners." The object of faith, when it is a person, is the Lord Jesus Christ himself; "Whosoever believeth in him," believeth in the Lord Jesus Christ. But these are two different ways of presenting the same thing to the mind. The statement puts before us that about Christ which specially makes him suited to the sinner's need; the person is attractive to us simply because the statement made regarding him is true. Hence, there is entire harmony between the command given by Paul to his jailer, "Believe in the Lord Jesus Christ," and the assertion made by the same apostle in his letter to the Romans, "if thou shalt confess with thy mouth the Lord Jesus and shalt believe in thine heart that God hath raised him from the dead, thou shalt be saved;" for the resurrection of Jesus is meaningless, except in connection with his atoning death, and so to believe that God raised him from the dead, is to "believe that Christ died for our offences, and rose again for our justification." It will thus be seen why it is that to an inquirer the only answer we can give to the question, "What must I do to be saved?" is "Believe in the Lord Jesus Christ." Christ and his salvation can be received into the soul only by those believing in him, and believing in him is all that is requir-The true belief is the belief of the truth, and when thus explained, the injunction to "believe" becomes a word of power instead of being, as it is when reiterated without explanation, a mere parrot term from which all significance has departed.

But the inquirer may still say, What right have I to take Jesus for my Saviour? To this question there is but one answer, "You have the right that any sinner has." "Whosoever;" what can be more all-embracing than that? He "came into the world to save sinners," and therefore you. Trust him, therefore,—he is no longer a Saviour merely, but your Saviour, and you can say with Paul, he loved me and gave himself for me. This appropriation completes the act of faith: it closes your hand, if I may so express it, on God's gift, and you are saved, for "God has given us eternal life, and this life is in his Son."

Keeping in view by such a course of thought on this great subject, as we have pursued, in this and the former paper, we are enabled by the blessing of God's Spirit, to lead the young friend with whose words we began this subject, up to the enjoyment of joy and peace in believing, and we have only now to urge that Sabbath-School teachers and religious instructors generally, while using the old familiar words in which the Gospel invitations and commands are made, should see to it that they explain to their scholars and hearers what they mean.

John Foster, in his essay on the opposition of men of taste to Evangelical Religion, went so far as to urge that we should give over employing such words as might be called technical, such as faith, justification, regeneration, sanctification. and the like. But we do not need to do that. What we require is to have the old terms vitalized, by making them plain to the level of all whom we would instruct. any case, we must see to it, that no one shall say, regarding our teachings, "they tell us to believe,' but they never explain to us what it is to believe, or what we are to believe, or why we should believe."—S. S. Times.

Sharper than a Two-Edged Sword. "The entrance of thy word giveth light, It giveth understanding to the simple."

A steamboat captain was fond of ridiculing the Scriptures, and making fun of religion and its professors. He was a confirmed Infidel. He took special delight in uttering his sentiments in the presence of ministers of the gospel. On one of his trips there was on board an excellent minister of Christ who had the courage to sit down and talk with this skeptic.

The special subject of conversation was the impossibility of miracles. The minister, after patiently hearing him, said: "Captain, did you ever read the New Testament?" "No; I can't say I ever did. I've read parts of it." "Will you promise me you will read it all through, and then I'll discuss any subject on which you have doubts?" was said in a kind, persuasive tone, and the captain replied: "I will." The minister then went to his trunk and presented a copy of the New Testament to the Captain, who again assured him he would read it all through.

Thus they parted. After some weeks the minister had occasion to travel on the same boat, and soon sought out the captain, whose countenance and manner were entirely changed. After the warm greeting and salutation the minister inquired about his reading the book. "Ah, sir!" said he, "I had not read far before I felt I was a guilty sinner, and that I needed just such a friend as Jesus, the Son of God. I was enabled to cry with the publican, "God be merciful to me a sinner," and with the blind beggar of Jericho, "Jesus, thou Son of David, have mercy on me." And I can now trust in that Jesus, and love him, whom I once despised."

The joy of this minister of Christ can better be imagined than described. The captain became a devout Christian, and lived long to tell to others "what a dear Savior he had found."

The Seamen's Exchange.

During the last half century three great epochs have marked the progress of the seamen's cause.

1—in May, 1828, the AMERICAN SEAMEN'S FRIEND SOCIETY was organized as a national institution, which has been world-wide in its influence, and has accomplished what no local organizations could effect.

2—Fourteen years later, 1842, the SAILORS' HOME, 190 Cherry Street, New York, the largest in the country, was opened. It has fully met the high expectations of its founders. It was never more prosperous and useful than during the last two years, under the superintendence of Mr. and Mrs. Frederick Alexander.

3—Thirty years more were necessary to prepare the public mind for founding the SEAMEN'S EXCHANGE. This building of stately proportions, has been erected by the New York Seamen's Association, and is located opposite the Sailors' Home, on Cherry Street, extending through to Water Street. It was dedicated April 17th, 1872.

A visit at the building a few mornings since, greatly interested me. As early as nine o'clock quite a large number from the Sailors' Home and other boarding houses, had come in, who seemed to enjoy themselves. Capt. C. C. Duncan, President of the Association, is also Commissioner (with several deputies), under the new U. S. Shipping Act.

The manner in which the large and increasing business is transacted here, is quite interesting, ensuring accuracy and dispatch. Every friend of seamen should see the practical working of the system.

1.—The shipping articles show seamen's names, birth place, age, height, complexion, wages per month, per run, advance, monthly allotment drawn by the sailor's family while he is at sea, and he is charged for clothing, money, &c., furnished by the Captain on the voyage. The time of service, hospital money, whole wages, and balance due, are indicated. In another column the character and qualifications of each man are noted.

2.—The Mutual Release Book is signed by the captain and crew, when the latter are paid off, showing master's name, date, seamen's names, station, wages per month, amount received, and the total amount paid, for which the captain receives a receipt, including the fees. Each account is attested by one of the deputies. To avoid mistakes it is required that the account of each vessel shall be handed in to the Commissioner for examination at least twentyfour hours before the crew are paid off. It is worthy of note that no man is ever paid while under the influence of intoxicating drinks.

3.—The discharge, which is given to each man when he is paid, shows ship's name, port of registry, tonnage, description of voyage, seaman's name, age, and birthplace, character and capacity, date of entry, and the place of discharge, signed by the captain, seaman, and commisioner, which is shown when the sailor ships again; and a duplicate is kept on file, in the office, for reference.

4.—When these transactions are finished, the captain receives certification to that effect, bearing the signature and seal of the commissioner, which is the authority of the Custom House for giving the vessel a clearance. L. P. H.

THE CHANGES of the moon, says Commodore Maury, have no effect upon the weather. The moon governs the tides, but not the atmosphere. The most faithful observers have failed to detect any tide in the latter, or any variableness under the moon's influence.

OUR WORK:

CORRESPONDENCE, REPORTS, &c.

Norway.

CHRISTIANA.

Rev. H. P. BERGH, writing from Christiana, Oct. 8th, of his work for August and September, he says: "In this time I have, upon the whole, held 36 services, 18 at the Christiana quay-and preached to about 5,000 hearers, among whom were 2,000 sailors. Many of these have been greatly moved by the preaching, and several, I hope, have been really converted. Sometimes I have had very great congregationsne Sunday evening about 1,200 hearerswho have listened with great attention. Several times the rain has fallen in great showers, but the listening assembly did not move before the service was at an end. I have, furthermore, the cooperation of my brethren here-and last Sunday, when I was about to preach in the country, our beloved Rev. Mr. Hansen preached at the quay. I have distributed 4.000 pages of tracts. Some incidents I must state.

One Saturday evening, as I preached at the quay, from Ps. 32: 1, the Lutheran priest for the parish came and stood on the quay—listening very attentively. At the close of the service, he took off his hat and addressed me. He used about the following words: "I thank you my young friend for your preaching; may the Lord preserve your tongue and bless your labors. If you always preach in this way, you will get many hearers." This has been true—the congregation has ever since increased, and the people have received me with greater joy.

Another time, a sailor who was awakened by the preaching the previous evening, came one Sunday morning to my house to speak with me about the salvation of his soul. Before we went to church, we earnestly prayed together, and God blessed our hearts.

After one of my services at the quay, a man who had listened to me, told me that the preaching had awakened him, and that he now would begin a new life. He was a backslider, and in great distress of mind. I spoke to him encouragingly and asked him to trust upon Christ. On another occasion, a servant-maid was awakened, soon found peace and rejoiced in the salvation of Christ. At many of my services both on shore and in other-places, there has been a great moving, the result of which may be seen at the resurrection morning."

Denmark.

BORNHOLM.

Rev. Mr. Ryding, under date Oct. 24th, 1872, says: "In the past quarter I have during two months labored in Copenhagen, in Amager, in Walby, Konghens Enghave, and for one month in Bornholm. July the 1st I came to Copenhagen, and have worked there among the sailors, and also made excursions to the neighborhood of the city. Among the seamen there is great susceptibility. They receive with thankfulness religious books, and are attentive listeners to the holy word. When they have opportunity, they are always visiting the churches.

"A captain on a ship, whose impiety was great, and whose contempt for the word of the Lord was well known among his men, so that they advised me not to go into his cabin to give him books, did receive them, when, notwithstanding all, I went. A short time after this, he sailed. As he returned from his voyage I met him again, and found him bent (in soul) and longing for a Bible. . . . In a village named Walby, about two English miles from Copenhagen, I labored much

six or seven years ago, but there was no fruit to be seen, and so I left the place. As I lately came there again, I saw the fruit of my work, for I found that many had received the faith.

"In the past quarter I have preached 26 sermons, visited 50 houses and 259 ships, traveled 160 English miles, and on my journeys distributed 37 Bibles, 49 Testaments in different languages (Danish, German, English, and Swedish), and 576 pages of tracts in various tongues.

Sweden.

HELSINGBORG.

REV. Mr. WAHLSTEDT reports for July, August and September, as follows:

"During the first week in July I preached the word in Helsingborg and its vicinity, and visited vessels in the harbor. In this time I often had occasion to testify of Jesus to many hearers from various places, gathered in Helsinborg and Ramlasa for bathing and drinking mineral waters. 21st of July I went to Elsinore, visited vessels in the harbor, spoke with sailors of their salvation, and distributed tracts. Some sailors received the word with joy, among them a cook on a Danish steamer, inquiring for eternal life. I spoke with him of the love of Jesus to poor sinners. Here I also met with some sailors who were free-thinkers, and despised the word of God. I went to a mission house near Shatterup, two miles from Elsinore, where I assisted in a great meeting for Home Missions in Denmark. Many christians were assembled from Denmark, and some from Sweden. Multitudes of hearers listened to the word of life.

"During the last days of July and in the first of August, I was in Helsingborg and vicinity. Sailors willingly listened, among them an inquiring captain from Ascarshamm, and one from Westerwich, the latter a believer in Christ."

August 14th, at Malmo, he met with a great number of sailors on vessels, and

labored with them with some encourage. ment. Two Norwegians and two Swedish captains met with were christians. August 29th, at Landskrona, he preached in the mission house, and next day visited vessels in the harbor; an English captain and his wife giving welcome to the Gospel. Walking thence to Borstahausen, he preached for poor fishermen and sailors, upon John 10th-"Christ the good Shepherd." August 30th, at Tagcrup, east of Landskrona, he preached to many souls hungry for the bread of life. "The Lord was in our midst again, at Malmo." Mr. W. visited hundreds of sailors, distributed tracts, and preached three times in the town.

Sept. 2nd, walking to Limhaven, a fishing place three miles from Malmo—he preached with power and help from the Holy Spirit, evidenced in various ways. At Copenhagen, 4th of September, he met Rev. P. E. Ryding, our missionary. Thence at Helsingborg and at the fishing place, Raa, he continued to preach and visit. So also at Hesellholm, he preached twice in the country to many hearers. 17th of September he was at Christianstadt, staying six days, in his usual work. A mission meeting held at Hesellholm occupied the last few days of the month."

WARBERG.

Mr. C. Carlson, writing from Warberg and Wedige, and reporting for the same quarter (July to Oct., 1872), says:

"During this time the Spirit of the LORD has once more visited our people in these northern countries. New doors have been opened for the word of God. The people have shown great hunger for the word of life, among them young men and women. Many cry—"Come to us, come to us—come soon!" Among those who have been inquiring for their salvation is a man who was before a drunkard, and in his fury offered violence to his neighbors. Once, too, coming to his own home, he would have hung his wife but the Lord hindered him. Now he has

been anxious over his own ungodly wife, is a diligent laborer in his business, and is at our meetings an attentive hearer. I think that the Spirit of God has worked more among us than ever before. To His name be the praise!"

GOTTENBERG.

His four months' labor prior to October 1st, 1872, form the subject of Rev. Mr. Fernholm's last report.

In these months he visited, at Gottenberg, five vessels from the United States, nineteen from England and its colonies, fifty-six Swedish, one German, two Dutch, two French, four Danish, and twenty-six Norwegians. Besides these, many fishing boats, wood boats, etc., were visited. Forty-five sermons were preached and ten prayer meetings were held. He speaks of his labors in some detail, as follows:

"July 10th. Visited several vessels, among others a small Swedish steamboat, upon which, as usual, I distributed tracts, meanwhile giving exhortations and warnings. One of the crew inquired if they had to pay anything for the tracts. "Nothing at all," I answered-"they are to be obtained without money and without price"-and so, too, will be the riches of God's mercy of which the tracts speak to you-for God says-" Let him that is athirst come and drink of the water of life." Besides this. I spoke to them more extensively with regard to sin and grace. A youth listened with visible and increasing inward emotion, and at last exclaimed, the tears running down his cheeks-" Alas! I am a very great sinner indeed, I am going right down to hell, and so are my companions here also." I thus had the best opportunity to go on, calling upon them to repent and believe in the name of the only begotten son of God. All listened and seemed to be in earnest. In what manner the word was received, and how far it will be allowed to bring forth any fruit, shall be seen at the day of Christ's appearing in glory.

July 15th. Visited a North American frigate. The captain had gone ashore. There were plenty of tracts and books from the AMERICAN SEAMEN'S FRIEND SOCIETY. The first mate said he should like to be a christian, but laughing aloud, he told me that no sailor can be a christian, seeing he must of necessity go to hell. From the crew I met with loud ex clamations that it would be of no use to speak to them of Christ, or give them tracts. Nevertheless, I performed my duty as well as I could.

The same day I called upon a Swedish and an English vessel, and lastly visited a Danish bark, where I was met with the greatest contempt by both captain and crew. At last they received some tracts but still refused to listen to my words. Only a youth, from St. Croix, was eager to obtain the word of God. I spoke very much with him, and I firmly believe that he was a child of God. As he was daily surrounded only by such men as were enemies to his belief, he seemed to be very glad to see and to speak with me.

July 22nd. Among other vessels I called upon a frigate from the United States. The captain and his wife received me in a very friendly way. The ship's company consisted almost entirely of negroes, who listened eagerly to my words, and received tracts. In four of the five North American vessels I have had the opportunity to call upon, loan librarie have been found, and with a single exception, seemed to be used and useful.

Sept. 29th. Preached twice this day. A pilot attending one of the sermons delivered upon Matt. xi., 5, 6—afterwards said to Rev. Mr. Truvè, that he found the sermon so good to him that for a thousand rix dollars he would not have been absent. It seemed to Mr. T. that his joy over the word of God was sincere.

The want of a Seamen's chapel is most sincerely felt here. It is an urgent necessity that we should have one as soon as possible, yet I don't know how to get the means requisite thereto. God will provide."

GEFLE.

During the quarter ending Sept. 30th, E. ERICKSSON, besides laboring at this station, made some journeys in the vicinity. He gives an account of varied experience which surely impresses the necessity of "sowing beside all waters."

"The Lord has more than commonly blessed my labors during this quarter, and opened the hearts of many sailors for the word, and has, I trust, got them for his kingdom.

July 1st. I visited the harbor, distributed tracts, and had a long conversation with a captain from Aland, anxious for the salvation of himself and children. I pointed him to the word of God, and to Jesus, who says—"I am the way, the truth, and the life." He received the word with joy.

July 3d. Visited a steamer, Per Ernst. The pilots and the engineer were ration alists, saying that they valued the philosophy of the Gentiles more than the Bible. I spoke with them and endeavored to convince them of the truth, but they showed such impudence that I left them. Thence I went to a prayer meeting and prayed for them. On the 6th of July, on a Norwegian vessel I met with a cook inquiring for his salvation, who could not however trust in the grace of God. He said he would go to his home and not go to sea again before he had found Christ. On another vessel where I distributed tracts, which caused a dispute between the pilot and crew, I went from them but was called back, and the Spirit of GoD had so bowed their hearts that they listened to the word of salvation. Here I had an interesting conversation with a sailor who had believed in Christ, having been among English sailors. I went to another vessel, and the crew were at first unwilling, but by the grace of GoD were made willing to receive the word. went from them very glad, sure that the word had moved their hearts. another vessel, one part of the crew said they were tired of serving Satan and

the world. They would now give themselves into the hands and mercy of God. Then I met with a christian, and we had a blessed time together.

A vessel belonging to Geffe, returning from a two years' voyage, had not lost a man of the crew. The Lord had bowed their hearts by this, and, in my conversation and preaching with them, we felt His presence. On a vessel from Aland, I spoke with the second mate. He was anxious for his sins. I spoke with him of the free grace of God. His soul seemed to be enlightened by the true light, and he gave me some money for tracts for the mission. On a vessel from Arendal I spoke with the captain, his wife, and pilot, and another captain. We had reading of the word, and song, and prayer, until midnight. Then this captain visited me in my house, where we also had reading of the word, conversation and prayer together, and they were glad, praising the Lord. The following day I preached on board the vessel.

Aug. 29th. I visited Sanderhamm, preaching twice on the Sabbath. Here also were many vessels—thence, on the 1st of September, to Hudekswall, where I visited vessels during the day, and preached in a chapel in the evening. A captain awakened from his sins, and bowed his knees in the name of the Lord. I spoke with him and prayed with him. He said he was tired of the world.

Sept. 6th. At Sundswall, I assisted in a mission meeting, preaching. Then I visited vessels and distributed tracts. I met with many Christians, but also with many free-thinkers. In the evenings I preached in the country, where many sailors were present. Thence to Gefle, and during the last few days have visited in the harbor. During the quarter, I have visited 425 vessels, distributed 13,000 pages of tracts, and preached twentynine times."

GOTHLAND.

The venerable missionary at this station, John Lindelius, during the quar-

ter ending Sept. 30th, was able to reach 129 sailors, and going from house to house to visit 240 habitations, conversing with over 400 persons on religious subjects. In his last days on earth he expresses the utmost gratitude to God for that preservation of his life and strength which enables him to prosecute his labor.

Buffalo, N. Y.

Rev. P. G. Cook, Chaplain, reports for October, the usual labor on his own part, and on that of his assistants, and its customary grateful welcome by the boatmen and canal men for whom it was put forth. He says: "When the season of navigation on these lakes opened this year, I was much affected and I trust stimulated to earnest effort, by the reflection that it was morally certain that the probation of scores and hundreds of those on my field of labor would be closed before the close of navigation. Concerning many of these sailors and boatmen the decree has doubt less gone forth-" This year thou shalt die." And to me as a worker, the exhortation is-" Whatsoever thy hand findeth to do, do it with thy might, for the night cometh wherein no man can work." Would that I had been, and were now, and might be in the future, more faithful and earnest and successful in winning souls to Christ!"

Mr. Cook has lately had hearing for the sailors' cause before the Buffalo Presbytery—also before the Synod of Western New York. In October, 1872, he and his young men visited 41 steamers, 53 sailing vessels, 550 canal boats, 425 saloons, distributed 3,400 papers, reaching in this way and by chapel services, 7,244 persons.

Norfolk, Va.

From Chaplain Crane's letter of Nov. 9th, we extract: "There are some large vessels in port loading with cotton, etc. for Europe, but the horse disease is caus-

ing great hindrance to business. Several deaths of horses are reported this morning. Oxen and even men are being used as draught animals. Our street cars are entirely suspended. Never was it so fully realized how much our comfort, convenience, and prosperity depend on that faithful though much abused animal."

Charleston, S. C.

Chaplain YATES says: "The Bethel services is as usual—some Sabbaths well attended, and on others but by few. I do not think the best sailors come South."

To Life Members and Directors.

You are entitled to receive the SAILORS' MAGAZINE gratuitously, "upon an annual request for the same." We are trying, with every succeeding number, to make it an increasingly interesting and useful periodical.

We shall be glad to send it to you, in case you value it enough to ask for it. If you wish it the coming year, 1873, please send us word to that effect.—This does not apply to those who have been made Life-Members or Directors within the last twelvemonth. The Magazine will be mailed to them as heretofore, without further notice. Address,

AMERICAN SEAMEN'S FRIEND SOCIETY, 80 Wall Street, New York.

Sailor's Home, 190 Cherry St.

MR. ALEXANDER reports two hundred and twenty-eight arrivals during the month of October. These deposited with him \$1,881, of which \$1,070 were sent to relatives and \$250 placed in the Savings' Bank.

In the same time twenty-six men went to sea from the Home without advance, and four were sent to the hospital.

The number of arrivals for the quarter ending October 31st, was 659; deposits in that time \$7,717.

The Home was never in a better condition, nor in such favor with seamen as now. Our missionary there finds much to encourage him in his work.

Position of the Principal Planets for December, 1872.

MERCURY is an evening star until the 15th, and then a morning star during the remainder of the month; is twice in conjunction with the moon, the first time on the morning of the 2nd at 2h. 47m., being 35' north, where it is eclipsed to all persons situated between the parallels of latitude 12° and 86° south, and the second time on the afternoon of the 28th, at 2h. 11m., being 4° 5' north; is twice stationary among the stars, first on the afternoon of the 6th at 3h. 19m., and then on the 26th at 6m. past noon; is in inferior conjunction with the sun on the morning of the 16th at 6h. 1m.

VENUS is an evening star, setting about two hours and three quarters after the sun; is in conjunction with the moon on the morning of the 3rd at 4h. 9h. being 1° 41′ north; is in conjunction with Saturn on the evening of the 4th at 8h. 7m., being 1° 59′ south.

Mars is a morning star rising on the 15th, 6h. 10m. before the sun and 3° 58′ south of east; is in conjunction with the moon on the 24th at 55m. before noon, being 2° 16′ south.

JUPITER crosses the meridian on the morning of the 15th at 4h. 38m., being 11° 52′ north of the equator; is stationary among the stars on the evening of the 16th at 8h. 39m.; is in conjunction with the moon on the morning of the 20th at 5h. 40m., being 4° 31′ south.

SATURN is an evening star, setting on the 15th about 2h. after the sun, and 29° 31' south of west; is twice in conjunction with the moon during this month, once on the morning of the 3d at 9h. 9m. being 3° 47' north, and then again on the evening of the 30th at 9h. 36m., being 3° 54' north.

N. Y. University. R. H. B.

Disasters in October, 1872.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month, is 37, of which 17 were wrecked, 10 abandoned, 5 burned, 2 sunk by collision, 1 foundered, and 2 are missing. They are classed as follows, 3 steamers, 10 ships, 11 barks, 3 brigs, and 10 schooners, and their total value, exclusive of cargoes, is estimated at \$1,192,000.

Below is the list, giving names, ports, whence hailing, destinations, &c. Those indicated by a w, were wrecked, a, abandoned, b, burned, sc, sunk by collision, f, foundered, and m, missing.

STEAMERS.

Victor, w, from New York for New Orleans. Guatemala, w, on the Coast of Mexico. Missouri, b, from New York for Havana, &c.

SHIPS.

Jane J. Southard, b from Cardiff for Rio Janeiro. Golden Hind, w, from New York for Antwerp. Charles, b, from New York for Antwerp. Acuelo, w, from Liverpool for San Francisco. Energy, w, from Cardiff for Port Royal, S. C. I. F. Chapman, a, from New York for Hambrug. John Sidney, w. from Liverpool for Philadelphia. Sharon, b, from Liverpool for New York. Princess Louise, b, from New York for Queenstown.

Rival, m, from Rangoon for Falmouth, E.

BARKS.

James Welsh, a, from New York for Barbadoes. Elise & Marie, sc, from Santos for Baltimore. Yokohama, a, from New York for Hong Kong. Wabeno, w, from Bangor W. for Boston. Roscoe, w, (Whaler)
Prowess, a, from Fernandina for Montevideo. Lief, a, from Liverpool for Baltimore. Regina, a, from Liverpool for New Haven. Wild Gazelle. a, from Baltimore for Paysandu. Medway, w, from London for Philadelphia. Sabra Moess, w, from Philadelphia for Rotterdam.

BRIGS.

 L. L. Wadsworth, α, from Fernandina for Port Spain.
 Ubbina, m, from Baltimore for Marseilles.
 Emily, α, from Jacksonville for Boston.

SCHOONERS

Wm. Wallace, sc, Great Egg Harbor. John H. French, a, from Baltimore for Galveston. Corinthian, w. Kate Gordon, f, from Rondout for Providence. Lewis Perry, w, from Sho'lw'r Bay, for San Francisco. Mail, w, from Norfolk for Baltimore. Frank N. Freeman, from Philadelphia for Boston.

Wm. Walworth, w, (Fisherman.)
White Sea, w, from Labrador for Newburyport.
Almeida, w, from New York for Portland.

Receipts for October, 1872.

NEW HAMPSHIRE.		
Candia, Cong. ch	\$12	15
Francestown, Cong. ch., of which J.		
Kingsbury, for library, \$20,	80	15
VERMONT.		

V	ERMONT.					
	Pittsford,				13 0	0
	Post Mills	 	 	 	15 2	5

3.F. on a cytronomo		Ludlow Patton	5 00
MASSACHUSETTS. Ayer, Mrs. Spaulding. Mr. Waters Boston, ship Tyro. East Ablington, Cong. Soc., of wh. \$60	10.00	W C Mortin	5 00
Ayer, Mrs. Spaulding	10 00	J. Evarts Tracv	15 (0 100 00
Roston, ship Turo	2 00		50 00
Boston, ship Tyro. East Abington, Cong. Soc., of wh. \$60 for libraries. East Falmouth, Cong. Soc. East Medway, Cong. S. S., for library. Fitchburg, Rollstone ch. Harvard, Cong. ch. Littleton, Cong. ch. Lunenburg, Cong. ch.	444.00	Charles S. Smith Mrs. F. P. Schoals. Harding, Colby & Co	25 00
for libraries	16 15	Mrs. F. P. Schoals	20 00 25 00
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		Bethel Society, one bed quilt.	



December.

Published by the American Seamen's Friend Society.

1872.

"Only a Little While, Sir."

"Well, Molly," said the judge, going up to the old apple woman's stand, "don't you get tired sitting here these cold dismal days?"

"It's only a little while," said she.

"And the hot, dusty days?" said he.

"It's only a little while, sir," answered Molly.

"And your rheumatic days, Molly?" said the judge.

"It's only a little while, sir," said she. "And what then, Molly?" asked the

judge. "I shall enter into that rest which remains for the people of God," answered the old apple woman, devoutly, "and the troublesomeness of the way there don't pester or fret me. It's only a little while, sir."

"All is well that ends well, I dare say," said the judge; "but what makes you

so sure, Molly?"

"How can I help being sure, sir," said she, "since Christ is the way, and I am in him? He is mine, and I am his. Now I only feel along the way; I shall see him as he is in a little while, sir."

"Ah, Molly, you've got more than the law ever taught me," said the judge.

"Yes, sir, because I went to the gospel."

"Well, Molly, I must look into these things," said the judge, buying an apple and walking off.

"There's only a little while, sir, for that; and we are not quite sure of having even a little while," said she.

Golden Pennies.

A little boy who had plenty of pennies, dropped one into the missionary box, laughing as he did so. He had no thought in his heart about Jesus, the heathen, or the missionary. His was a tin penny. It was light as a scrap of

Another boy put a penny in, and as he did so looked around with a self-applaud ing gaze, as if he had done some great thing. His was a brass penny. It was not the gift of a "lowly heart," but of a proud heart.

A third boy gave a penny, saying to himself, "I suppose I must, because all others do." This was an *iron* penny. It was the gift of a cold, hard heart.

As a fourth boy dropped his penny in the box he shed a tear, and his heart said, "Poor heathers! I'm sorry they are so poor, so ignorant, and so miserable." This was a silner able." This was a silver penny. was the gift of a heart full of pity.

But there was one scholar who gave his penny with a throbbing heart, saying to himself, "For thy sake, O loving Jesus! I give this penny." This was a golden penny, because it was the gift of love.-Spirit of Missions.

LIBRARY REPORTS.

During October 1872, sixty-five libraries went to sea from the Society's Rooms in New York and Boston, being twenty-nine new and thirty-six refitted. The new libraries were Nos. 3792 to 3797 inclusive, in Boston; and Nos. 4263 to 4286 inclusive, in New York. The table of new Library work is:

Where placed.	Bound for. Men in Crew.
Brig Minehaha Brig Hattie. Schr. C. M. Foster Schr. Rich'd Peterson U. S. S. Tallapoosa Brig John Harley Ship John Watt Bark Lydia	West Indies 8 West Indies 10 Philadelphia 8 Coasting 6 — 80 West Indies 8 Savannah & Havre 21 Antwerp 14
Bark Monitor Ship David Crockett. Ship Surprise	Cadiz 11 San Francisco 32 Shanghae 34
Bark Chattanooga	New Zealand 13
Bark Converse Bark Mondego	San Francisco: 32 Galveston 12 Nassau 7
ford do.	E. India Squadron400 do. do. do. do. do.
Bark J. L. Pendergast Bark Volant Bark Kate Crosby Bark George Henry	Cadiz
Ship Crusader Ship Sir Robert Peel. Bark Sierra Novada Bark Garibaldi Ship James Foster Ship Great Admiral	Acapulco, S. A. 16 London
	Brig Minehaha Brig Hattie Schr. C. M. Foster Schr. Rich'd Peterson U. S. S. Tallapoosa. Brig John Harley Ship John Watt Bark Lydia Bark Monitor Ship David Crockett. Ship Surprise Ship Graham's Polly. Bark Chattanooga Ship Wm. Tapscott. Bark Converse Bark Mondego U. S. Flag Ship Hartford do. do. do. do. do. do. Bark J. L. Pendergast Bark Wolant Bark Kate Crosby Bark George Henry Ship Sir Robert Peel. Bark Sierra Nevada Bark Garibaldi Ship Jir Robert Peel.

The twenty-seven returned, refitted, and again sent out, were shipped as follows:

No. 2,136, read with interest, gone to Jamaica on schr. T. J. Frazier; No. No, 2,350, on schr. S. M. Evans, for Corpus Christie; No. 2,382, on brig Florence, for Mobile; No. 2,413, on schr. Hortensia. for Para; No. 2,476, read with profit, gone to Barbadoes on brig Robin; No. 2,660, on schr. E. H. Clark, for Pensacola; No. 2,978, on schr. C. S. Bushnell, for Havre; No 3,096, on schr. Lilias, for Port Au Platt; No. 3,120, on schr. M. Holmes, for St. Augustine; No. 3,154, on brig A. M. Knight, for New Orleans; No. 3,156, on schr. Tarrynot, for Wilmington; No. 3,209, on brig Belle Walters, for Europe; No. 3,300, on schr. H. A. Bowen, for Santa Martha; No. 3,361, been two voyages to the Pacific, read with interest, gone to Canary Islands on bark Liberia; No. 3,519, on bark H. Beales, for Alicante; No. 3,540, books read and appreciated by different crews, gone to Barbadoes on brig E. Vail; No. 3,644, on bark Trait d'Union, for Demerara; No. 3,695, on schr. T. P. Ball, for Indianola; No. 3,814, on brig G. Loring, for New Orleans; No. 3,930, on brig J. H. Kennedy, for Pernambuco; No. 3,937, on schr. J. S. Clark, for Charleston; No. 3,938, on schr. W. Hunter, for Montevideo: No. 3,944, on brig Meteor, for Havana; No. 4,104, books read with interest, gone to Havana on bark Elba; No. 4,169, on schr. H. S. Marlor, for Jacksonville; No. 4,205, on bark Lizzie Daglish, for Gibraltar; No. 3,828, on bark Lalia W., for Londonderry.

Boston libraries returned and re-shipped in October were:—No.1,883 came back in good condition and was sent to sea on schr. Ellen; No. 2,781, returned from Melbourne-books all much read-gone to sea on brig Anna Mitchel, for Nova Scotia; No. 2,787, books read with great interest, gone on its fifth voyage for Cape Breton on brig Sea Side; No. 3,006, books all read with care and profit, gone for third voyage on schr. Theodore Dean ; No. 3,081, much used, gone to Europe on ship Tyro, Capt. Scott, 20 men; No. 3,499, returned from its second voyage much read and very useful, gone to sea on schr. John Catingham; No. 3,648, returned from ship Tyro, Capt. Scott. Has done a great deal of good. "These libraries prevent much swearing and other bad habits. I have used them a number of years and should feel lost without them. Enclosed find \$2.00, J. F. S."; No. 3,648, gone to sea on brig J. M. Mouller; No. 3.706, returned from its second voyage, books much read, and great good done, gone to sea on brig J. E. Chase, Captain Davis.

From Boston, too, we have the following letter.—ED. LIFE BOAT.
"I have just heard from Library No.

3.730, by letter from Japan." It has

been greatly prized, read, and re-read by almost all on board, on the passage from Boston to Melbourne. These libraries are indeed a great blessing to seamen. -X-* Last Sabbath morning we attended the Union Church at this port (Yokohama) so called by the uniting of the American and English people who dislike the formal service of the Church of England. In the afternoon we attended the meeting of the converted Japanese. About thirty were present. Usually the number is much larger. The meeting was concluded by the devoted missionary of that place. The exercises consisted in praying, singing, and reading portions of scripture, each one in his turn reading a verse which was explained to them by the teacher, after which we united with them in celebrating the Lord's Supper. The whole meeting was very interesting and very impressive. I learn from the missionary that the whole city and country just now is astir with religious excitement. The Government has called for all the priests that can be found to come out in defence of heathenism against the missionaries and the Protestant religion, by holding meetings in every accessible place. The missionary thinks that this will only arouse the minds of the people to receive the true religion of our Lord and Saviour Jesus Christ.

Yours truly,

JOHN LORING,

Master of bark Etta Loring.

The Dark.

Where do the chickens run,
When they are afraid?
Out of the light, out of the sun,
Into the dark, into the shade,
Under their mother's downy wing,
No longer afraid of anything.

Dear little girl, dear little boy, Afraid of the dark, Bid you good-bye to the daylight with joy, Be glad of the night, for hark! The darkness no danger at all can bring; It is the shadow of God's wing.

Where do the little violets creep,
In the time of snow?
Into the dark, to rest and sleep,
And to wait for the spring they go
Under the ground where no storm can reach,
And God takes tender care of each.

Are you afraid, little girl or boy,
Of the dark of death?
Jesus will carry you full of joy,
To the world of light, He saith:
Under the ground where the violets sleep,
Your little body the Lord will keep.

Commerce and Christianity.

Have you ever watched, in the balmy spring-time, the bee as it flits from flower to flower? and are you aware that not only is it gathering honey for its own use, but also that it conveys to the flower that pollen, or farina, which causes the seed to germinate? Just so our merchants and mariners, in their eager pursuit after wealth, carry with them from shore to shore the seeds of the gospel of

truth. And so we doubt not that as God placed the honey in the heart of the flower for the very purpose of attracting thither the busy insect which should convey it to the seed of reproduction, so he has distributed in different regions of the world those various products—the cotton, the silk, the tea, the coffee, the indigo, the ivory, and the gold—which shall tempt the enterprising trafficker, and open the way to the missionary who shall sow the regenerating seed of life in the hearts of men.—Rev. Canon Melvill.

Are all the Children In?

BY MRS. S. T. PERRY.

The darkness falls, the wind is high,
Dense black clouds fill the western sky;
The storm will soon begin.
The thunders roll, the lightnings flash,
I hear the heavy raindrops dash—
Are all the children in?

They're coming softly to my side,
Their forms within my arms I hide—
No other arms as sure.
The storm may rage with fury wild,
With trusting faith each little child
With mother feels secure.

But future days are drawing near,
They'll go from this warm shelter here
Out in the world's wild din.
The rain will fall, the cold wind blow—
I'll sit alone and long to know—
Are all the children in?

Will they have shelters then secure,
Where hearts are waiting strong and sure,
And love is true when tried?
Or will they find a broken reed,
When strength of heart they so much need
To help them brave the tide?

God knows it all. His will is best,
I'll shield them now, and leave the rest
To His most righteous hand.
Sometimes the souls he loves are riven
By tempests wild, and thus are driven
Nearer the better land.

If He should call me home before
The children go, on that bright shore,
Afar from care and sin,
I know that I shall watch and wait
Till He, the Keeper of that Gate,
Lets all the children in.

N. Y. Evangelist.

A LOVING HEART AND A CHEERFUL COUNTENANCE are commodities which children should never fail to keep on hand. They will best season their food and soften their pillows. Sour faces and cross words make every thing go wrong. Keep in the sunshine of God's love, and don't give the frowns a chance to deepen into wrinkles.

"GET OUT OF MY WAY—what are you good for," said a cross old man to a little bright-eyed urchin who happened to stand in the way. The little fellow, as he stepped aside, replied very gently: "They make men out of such things as we are."

"A WISE SON MAKETH A GLAD FATHER, BUT A FOOLISH MAN DESPISETH HIS MOTHER."—Prov. xv. 20.

The Loan Libraries,

Concerning which it is very largely our purpose to report in the pages of the LIFE BOAT, average thirty-seven volumes, including the Bible, and some other carefully selected religious books-are put on sea-going vessels in a neat case, and lodged in the forecastle, at an expense of \$20 each. They go out in the name of the Sunday-school or person contributing them -one school in Jersey City, N. J., has twenty-six afloat-and come back to our rooms for refitting and reshipment, after use, or may be exchanged between different vessels at sea or in foreign ports. We send fifty copies of the LIFE BOAT, monthly, for one year, postage paid te every Sunday-school contributing a library, with all intelligence received of the whereabouts and work of each library- Since this work was inaugurated, 4,100 libraries have gone forth, with 185,000 volumes, which, by frequent reshipment, have been available to 200,000 men. We have had reported to us more than EIGHT HUNDRED hopeful conversions, at sea, from this one agency. Of many, doubtless, we have never heard.

American Seamen's Friend Society.

W. A. BOOTH, President.
S. H. HALL D. D., Cor. Sec. & Treas.
L. P. Hubbard, Financial Agent,
80 Wall Street, N. Y.

OFFICES AND ADDRESS Rev. S. W. HANKS, 18 Cornhill, Boston, ADDRESS Rev. H. BEEBE, New Haven, Ct.

PREFACE.

THE reader of the following pages will find them to contain much valuable information. It has been our habit, in this way, to lay up for reference such facts and statistics as bear upon the work in which we are engaged, and encourage and illustrate its success.

The experience of a sailor is peculiar, and as a class seamen have a history entirely their own. We get at something of this in the intercourse we have with them, while seeking to better their condition, and variously to do them good; so that the record of our work becomes the repository of much that in a special manner shows God's providential and gracious interest in the men of the sea.

"The Sailors' Magazine" for the past twelve months is, on this account, worthy of careful study. The evangelization and conversion of seamen is not a mere incident or byplay of Christian work, not something to be done if convenient, and with what left-over energy the church may have after her millenial triumph. As the Scriptures present the matter, it is a part of the process ordained to achieve that promised result. It is to antecede the millenium, not simply as an event, but as one of its introducing causes. The glory of the Coming Kingdom tarrieth for it! And it will continue to tarry, until the Church—not the church on the sea-board, but the Church Universal—in the devout con-

IV PREFACE,

sideration of such facts as are here submitted, is aroused from comparative indifference to the welfare of seamen, and gives them every where a helping hand.

It is to be hoped that the time is not far distant, when, in the lull of denominational strife, that voice will be heard which even now is calling from off the seas—the millions that toil there asking for the word of life, that they too may be saved.

As showing what has recently been done for the temporal well-being of the sailor, the volume here furnished the philanthropist, will excite within him emotions of gratitude. Special legislation has rarely had such a field, and never was it exercised more humanely, nor with greater success. The Magazine has steadily advocated the measures which have recently come to be incorporated into a law, and it has given due credit to those friends of the sailor whose energy and firmness in this have been finally rewarded.

To a generous public we now commit the completed volume, trusting that it may increase the number of our friends and supporters.

A prominent merchant of New York was awakened and afterward hopefully converted by reading a copy of the "Sailors' Magazine," on shipboard in the South Pacific.

May the reading of this volume be blessed of God to the conversion of MANY SOULS!

DEC. 1st, 1872.

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FORTY-FOURTH VOLUME

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